

**Summary Report for Individual Task
011-15Q-0022
Provide Emergency Assistance
Status: Approved**

Distribution Restriction: Approved for public release; distribution is unlimited.

Destruction Notice: None

Foreign Disclosure: FD5 - This product/publication has been reviewed by the product developers in coordination with the USAACE/Fort Rucker foreign disclosure authority. This product is releasable to students from all requesting foreign countries without restrictions.

Condition: As an Air Traffic Controller assigned to an ATC facility, given a potential aircraft emergency, FAAO JO 7110.65, Air Traffic Control and appropriate publications. Some iterations of this task should be performed in MOPP 4.

Standard: Provide emergency assistance to aircraft in distress in the most expeditious manner possible, without error, IAW FAAO JO 7110.65.

Special Condition: None

Safety Risk: Medium

MOPP 4: Sometimes

Task Statements

Cue: An aircraft or situation is presented as a potential emergency.

DANGER

None

WARNING

None

CAUTION

None

Remarks: None

Notes: FAAO JO 7110.65 is a non-APD linked reference; this publication can be found on the Federal Aviation Administration (FAA) website under "Air Traffic Plans and Publications" or by going to the following address:
http://www.faa.gov/air_traffic/publications/.

Performance Steps

1. Determine that an emergency exists.

a. Consider that an emergency exists when any of the following exist:

(1) An emergency is declared by the pilot, facility personnel, or officials responsible for the operation of the aircraft.

(2) There is unexpected loss of radar contact and radio communications with any IFR or VFR aircraft.

(3) Reports indicate it has made a forced landing, is about to do so, or its operating efficiency is so impaired that a forced landing will be necessary.

(4) Reports indicate the crew has abandoned the aircraft or is about to do so.

(5) An emergency transponder code is displayed or reported.

(6) Intercept or escort aircraft services are required.

(7) The need for ground rescue appears likely.

(8) An Emergency Locator Transmitter (ELT) signal is heard or reported.

b. Select and pursue a course of action that appears to be most appropriate under the circumstances whenever you believe an emergency exists or is imminent regardless of whether an emergency has been declared.

2. Obtain enough information to handle the emergency intelligently.

a. Obtain the minimum required information for inflight emergencies:

(1) Aircraft identification and type.

(2) Nature of the emergency.

(3) Pilot's desires.

b. Obtain any other pertinent information from the pilot or aircraft operator, as necessary, only after initiating action.

3. Provide maximum assistance to aircraft in distress.

a. Enlist the services of available radar facilities operated by the FAA, military services, and the Federal Communications Commission.

b. Enlist additional emergency services and facilities when the pilot requests or you deem necessary.

c. Direct the activities of assisting facilities.

d. Transfer responsibility to another facility only when you feel better handling of the emergency will result.

e. Forward detailed data to the center in whose area the emergency exists.

f. Coordinate efforts to the extent possible to assist any aircraft believed overdue, lost, or in emergency status.

4. Control other air and ground traffic to avoid conflicts in the area where the emergency is being handled.

- a. Monitor the progress of emergency vehicles responding to a situation (workload permitting).
- b. Provide available information to assist responders in finding the accident/incident scene.

5. Provide further situational-specific emergency assistance, as necessary, as detailed in FAAO JO 7110.65 for the following:

- a. Hijacked aircraft.
- b. VFR aircraft in weather difficulty.
- c. Emergency Locator Transmitter (ELT) signals.
- d. Aircraft bomb threats.
- e. Explosive detection K-9 teams.
- f. Man-Portable Air Defense Systems (MANPADS) threats or attacks.
- g. Unauthorized laser illumination of aircraft.
- h. Emergency airport recommendations.
- i. Guidance to emergency airports.
- j. Volcanic ash.
- k. Reporting death, illness, or other public health risk on board aircraft.
- l. Overdue aircraft.
- m. Explosive cargo.
- n. Oceanic emergencies.
- o. Ground missile emergencies.

(Asterisks indicates a leader performance step.)

Evaluation Guidance: Score the Soldier GO if all performance measures are passed (P). Score the Soldier NO GO if any performance measure is failed (F). If the Soldier scores NO GO, show the Soldier what was done wrong and how to do it correctly.

Evaluation Preparation: Setup: Test this task in conjunction with other air traffic control facility related tasks. Brief Soldier: Tell the Soldier to provide emergency assistance as necessary.

PERFORMANCE MEASURES	GO	NO-GO	N/A
1. Determined that an emergency exists.			
2. Obtained enough information to handle the emergency intelligently.			
3. Provided maximum assistance to aircraft in distress.			
4. Controlled other air and ground traffic to avoid conflicts in the area where the emergency is being handled.			
5. Provided further situational-specific emergency assistance, as necessary.			

Supporting Reference(s):

Step Number	Reference ID	Reference Name	Required	Primary
	FAAO JO 7110.65	Air Traffic Control (Use Current Version)	Yes	Yes

Environment: Environmental protection is not just the law but the right thing to do. It is a continual process and starts with deliberate planning. Always be alert to ways to protect our environment during training and missions. In doing so, you will contribute to the sustainment of our training resources while protecting people and the environment from harmful effects. Refer to FM 3-34.5 Environmental Considerations and GTA 05-08-002 ENVIRONMENTAL-RELATED RISK ASSESSMENT. It is the responsibility of all Soldiers and DA civilians to protect the environment, and to participate in the Army's Environmental Management System (EMS) at the installation where they are assigned. The key points of an EMS are:

- a. We are committed to the prevention of pollution.
- b. We are committed to meeting all applicable legal and regulatory requirements.
- c. We will strive for continual improvement in environmental management.

A sustainable installation will use resources wisely to support the current mission, without compromising the ability to accomplish future missions.

Environmental protection is not just the law but the right thing to do. It is a continual process and starts with deliberate planning. Always be alert to ways to protect our environment and reduce waste during training and missions. In doing so, you will contribute to the sustainment of our training resources while protecting people and the environment from harmful effects.

Safety: In a training environment, leaders must perform a risk assessment in accordance with ATP 5-19, Risk Management. Leaders will complete the current Deliberate Risk Assessment Worksheet in accordance with the TRADOC Safety Officer during the planning and completion of each task and sub-task by assessing mission, enemy, terrain and weather, troops and support available-time available and civil considerations, (METT-TC). Note: During MOPP training, leaders must ensure personnel are monitored for potential heat injury. Local policies and procedures must be followed during times of increased heat category in order to avoid heat related injury. Consider the MOPP work/rest cycles and water replacement guidelines IAW FM 3-11.4, Multiservice Tactics, Techniques, and Procedures for Nuclear, Biological, and Chemical (NBC) Protection, FM 3-11.5, Multiservice Tactics, Techniques, and Procedures for Chemical, Biological, Radiological, and Nuclear Decontamination. Everyone is responsible for safety. A thorough risk assessment must be completed prior to every mission or operation.

Leaders must perform a risk assessment in accordance with FM 5-19, Composite Risk Management. Leaders will complete a DA Form 7566 COMPOSITE RISK MANAGEMENT WORKSHEET during the planning and completion of each task and sub-task by assessing mission, enemy, terrain and weather, troops and support available-time available and civil considerations, (METT-TC).

Prerequisite Individual Tasks : None

Supporting Individual Tasks : None

Supported Individual Tasks :

Task Number	Title	Proponent	Status
011-15Q-0037	Operate the Tactical Airspace Integration System (TAIS), AN/TSQ-221	011 - Aviation (Individual)	Analysis

Supported Collective Tasks : None